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Mr. TA CHING, the new Governor of the Province of Kwangtung, with his suite, arrived here yesterday in the China Maritime steamer *Kiangpoo* from Shanghai. During the day, he paid a visit to H. E. the Acting Governor at Government House. He proceeded to Canton yesterday evening in the Chinese gunboat *Peng Chao Hai*.

A CORRESPONDENT, who, like most residents, cannot restrain his indignation over the preposterous amount of saluting which yesterday was inflicted on the community, writes to ask if nothing can be done to prevent the recurrence of such a positive annoyance. From early morning till dusk, the community were startled at brief intervals by the firing of heavy guns or heavy charges from small guns, and the firing seemed to be heaviest at a time when it was likely to give the most annoyance, during church service. Of course we do not suppose this was done out of pure malice, but if the salutes had been to select a more appropriate time they could not have done so. Though the Chinese were the greatest offenders in this respect, having started the powder-wasting shortly after six o'clock, causing those whose windows faced the water to be almost shaken out of their beds, we regretted to notice that the foreign men-of-war were also guilty parties. From the Chinese we scarcely expect any respect for the Sabbath, if we do not compel it, but we might have looked for better things from the ships of civilized nations. At one time, saluting was never heard of on Sunday, and we have no doubt residents of every shade and creed would gladly welcome this good old practice back again. Another rule, which, we believe, is still observed by all but Chinese, is that no saluting shall take place before eight o'clock. If this be a rule, then the parties responsible should see it enforced. If there be no such rule, then the sooner one is framed the better. For ourselves, we should prefer to see the senseless, annoying and expensive practice of saluting everything and everybody entirely done away with. This, however, we suppose, asking too much. Least ways, we think we are entitled to claim that the quiet of Sundays should remain unbroken by such unbecomingly hanging as we were afflicted with yesterday. We hope the authorities, civil, military and naval, will take note.

This *Cologne Gazette* of the 7th January gives some interesting details regarding the proposed Seminary for the study of Oriental Languages to be established at Berlin. It appears that a bill for establishment of this Seminary was lately before the Imperial German Parliament and, after favourable discussion, referred to the Budget Commission. The Memorial appended to the bill states the object of the proposed school of languages to be, to combine theoretical instruction in certain living Oriental languages with practical exercises, in order to give to future candidates of the interpretatorial (consular) service, and to those members of other professions who possess the requisite degree of intellectual and moral maturity, facilities for the theoretical study and practical mastery of those languages. It is proposed that the instruction to be given shall comprise the following languages, viz. Turkish, Arabic, Persian, two languages of India, Japanese and Chinese. For each of these languages two teachers are to be supported, viz. one German teacher possessing a theoretical education and, if possible, familiarly conversant with the respective languages through long residence in the countries concerned, and one assistant teacher selected from among the native or the respective countries and capable of conducting practical exercises with the students of the Seminary. The instruction to be given is to be gratuitous on the whole. For the benefit of the Seminary annual stipends are provided, amounting in the aggregate to £405, to be distributed among indigent German Seminary students. The distribution of these stipends with reference to the respective languages is reserved for the Administration. For the students of the Seminary a final examination is provided, the passing of which, though not obligatory, will entitle candidates for the interpretatorial (consular) service to special consideration. The administration and organization of the Seminary will be arranged under the co-operation of the Foreign Office, which indicates that the Seminary is viewed as a measure in aid of the political representation of the Empire in relation with foreign Powers. The first cost of the establishment of this Seminary is estimated to amount to £29,000 and the annual ordinary expenditure to £3,000. The Empire and Prussia are to contribute, each one-half of the latter sum.

The salaries would seem to be absurdly low. Taking away £405 for stipends to students there are left £2195 per annum for salaries of 7 teachers and 7 assistant (native) teachers. Allowing for the latter the lowest possible salary, say £10 a month for each, or £240 per annum for the seven, there are left £1,355 for 7 German professors or £193 per annum for each. What do the Cambridge and Oxford endowments of Chinese chairs amount to?

The *Shanghai* states that a powder magazine in Nanking (Tsoochow) exploded on the night of the 16th inst., and the earth was shaken within an area of ten li, and over 100 houses were destroyed. Two lives are reported to have been lost and the cause of the accident is attributed to thieves who had attempted to steal the powder. —*Shanghai Courier*.

THE *Hupei* says that P. E. Ten, the newly appointed Governor of Yunnan Province, left Hantow on the 11th inst. for his new post.

On the 12th inst., the Chinese men-of-war assembled at Woosung to go through a number of evolutions, so as to be able to present a good appearance when the Prince reviews them. —*N. C. D. News*.

The *Meiji Maru*, which arrived at Yokohama on the 12th inst., according to the *Nagasaki Express*, will leave again to continue the search for the *Utsu* *Kan* after the arrival of the *Nagasaki Maru*. It is expected that this second expedition will be successful, the search will be given up.

Prin Golab, in the *Overland Mail*, writes: "I have lately seen a delightful little invention for holding a ball programme, which, though a necessary, is often a rather troublesome appendage to the set of tennis balls. This is a little gift or silver clip, which securely holds the card, and to it is attached a tiny stamp that prints one's name on the partner's card, instead of the trouble of writing it. The whole arrangement is fastened to the dress by a safety-pin."

The *Nagasaki Express* of the 23rd inst. says: "The man Yatsuyama, who is generally believed to have been the Chinese detective who took to give evidence in favour of the Chinese in the notorious case of the *Meiji Maru*, afterwards prevailed upon the Chinese authorities here to procure his release, on the plea that he was afraid to remain on Japanese territory, has returned and re-commenced business as a grog-shop keeper."

The *Nagasaki Express* is glad to hear that the *Mitsui Bussan Kaisha* have decided to take the lead in discharging the useless appendage of the word 'Maru' to the names of vessels. The *Fuyo Maru* (late *Prinz Heinrich*) will consequently be known as the *Fuyo*, and the same will all the Co's vessels, both present and future. The new iron boat for the Takasima Colliery, now approaching completion at the Co's shipyard at Tateyama, will be known as the *Takasima*. In taking this step, we think the Co. has instituted a reform in the out-of-date custom which will soon be followed throughout the country. A similar cumbersome appendage, which is probably also doomed to be discarded soon, is the addition of the word 'Kan' to the names of all the Government vessels.

We take the following from the *Nagasaki Express* of the 10th inst.: "Mr. J. V. Petersen, of the Great Northern Telegraph Co., left by the *Yokohama Maru* on Saturday, after a residence of 10 years in this port, to take charge of the Company's office at Hongkong. Apart from his profession, Mr. Petersen has been an indefatigable worker during his long stay in this country; his contributions to the knowledge of the Japanese flora and fauna have been considerable, and have received full recognition from several of the learned societies of Europe; and for his special work in this field for the University of Upsala, the 'Order of the Wasa' was bestowed upon him some four years ago by the King of Sweden. The good wishes of numerous friends in Japan will follow Mr. and Mrs. Petersen in their new home."

Mr. Judd is at present the agent of the Great Northern Company at this port. —*E. C. M.*

This *Bulletin de Cebu* says that the German Consul at Manila, Mr. Mollenhoff, has discovered a hidden treasure in the home of a resident in Cebu, named Legaspi. It is a specimen of conchology, called scientifically *Conus gloria maris*, of which there are only two others in existence. The first was bought by the English naturalist Gunning in these islands some time in the years 1820 and 1840, and is now in the Royal Museum in London; the other, whose origin is not known, is, it is believed, in Paris. Mr. Mollenhoff paid Mr. Legaspi \$100 for this specimen, which he intends to send to the Ceylon Museum at Colombo. He said that he has paid comparatively little for it. According to our information it is of the highest rarity, as it is only found in the prays or coasts of Bohol. It is regarded in deep water and it is only in great flood of the sea that it comes to the surface, and is found in the prays of Bohol. It is regarded in deep water and it is only in great flood of the sea that it comes to the surface, and is found in the prays of Bohol. It is regarded in deep water and it is only in great flood of the sea that it comes to the surface, and is found in the prays of Bohol.

It is stated that the King of Korea has memorized the Chinese Government to reject the demand of the King of Siam to substitute the functions of Government General of the peninsula. His Majesty is understood to have been moved to this measure by a sense of utter inability to control the discordant political elements to meet the demand, as well as by a feeling of hopelessness in the resistance of the King of Siam. The King, the Min, the Uia, the Kina, and so forth, are judged to be families which attach much more importance to personal aggrandizement than to the interests of the country, and the King probably feels that he is living in an atmosphere of plotting and scheming which may at any moment become noxious to the national life. Of progress he is said to entertain no hope. The people's desire to accumulate wealth is regarded as ineffective, and a poor country, divided against itself, cannot prosper from without and uncertain as to what position it occupies in the world, might well despair the fiery ambition of a larger man than the present occupant of the throne. —*Japan Mail*.

Remote attributes growing dimensions to Korea population in Japan. Thus we hear of a well known merchant who is to set out on a tour to Europe, with the intention of establishing in Berlin a branch of the firm which he represents. Such a proceeding would be natural enough were it not for the fact that the prevailing fashion of Berlin is not to have commercial dealings with Germans to be distinguished by the times. We read again that a contract for the supply of rails and other material for a projected railway, twenty-two miles long, has been given to a Japanese merchant, and that the sum at which he tendered for the job is some five thousand pounds sterling less than the smallest offer at which the work can be done in this country, taking the lowest price now ruling. Why should a Japanese merchant be able to make a business where it is going to land him in a loss of thirty thousand dollars? Simply, says our correspondent, because he intends to give the order to Messrs. Krupp & Co., expecting thereby to secure for himself the Japanese agency of that country. That, perhaps, is not so certain, for it is not likely that the firm, which is not to be established in the direction of Germany, thinks it worth his while to spend thirty thousand dollars on the chances of procuring a share in the execution of those orders. He must have considerable confidence in the strength of his country's action for Germany. —*Japan Mail*.

SAYS THE N. C. D. NEWS.—We inferred some days ago to the order given by the Tao-tai to a well-known silkman here to recover the bodies of the men drowned in the collision between the *Nepaul* and the *Wan Nien-ching*. Chopping was the silkman referred to, and he now furnishes us with the following version of it. He says that the suggestion to search for the bodies came originally from the Mixed Court magistrate, who offered the highest price, £10 for every body recovered. As no bodies were found, Chopping saw the Tao-tai's order, and offered to go himself to Woosung, and there promise the fishermen a reward of \$20 to \$30 for every body found, care being taken to ascertain that spurious bodies were not produced by the fishermen anxious to obtain a large reward. Chopping asked that the Woosung-mandarin should be requested to issue a proclamation offering the reward; but the Tao-tai being afraid that this would encourage the depopulation of Woosung, promised only to give a letter to the mandarin asking his assistance, and Chopping has been waiting for the letter which he has now received. The funds will not be required from Chopping, as the bodies will be recovered by the fishermen, who will be well known to the mandarin. Meanwhile, we understand that the tugboat people who have been at the wreck are convinced that the loss of life at the collision was not so great as was at first supposed. The constabulary of the *Wan Nien-ching* were there several men drowned in the transport's 'tween decks, and in her cabins, but the divers have not succeeded in finding any bodies in these places, and it is probable that the only loss of life was those who fell out of the boat in the rush that was made to them.

We take the following from Mr. Peter Maclean's *Shanghai Commercial Courier*: "The *Wan Nien-ching* arrived from Tientsin, and the extreme severity of winter along the Yangtze valley is past, but neither this incident, nor, in fact, any other improvement that has taken place in the values of some cotton staples, and the market is not so much improved as it appears. The *Wan Nien-ching* has, after an absence of about four years, re-appeared in our midst as credit and financial media, to wit, has arrived to lighten the depression caused by the narrowness of exchange throughout the last week. The decline in sterling count, and the rise in the value of the dollar, have done more to absorb the rise in goods. Yet it would still be well for importers if the assurance remained to them that the worst had been reached. They would then have some notion of what they are and what they could do. 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THE CHINA MAIL.

Insurances.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. not premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 388

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERANEE AND BLACK SEA PORTS.

MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE, BORDEAUX, DUNKERKE AND ANTWERP.

ON MONDAY, the 21st day of March, 1887, at Noon, the Company's S.S. *IRAOUADY*, Capt. Störmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, February 25, 1887. 383

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 28th proximo, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Beach Road, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, February 12, 1887. 253

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for Europe, with the exception of Goods for India, China, and Japan.

Specie ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *THAMES*, Captain W. A. SEATON, with Her Majesty's Mails, will be despatched from this port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 1st March, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent.
Hongkong, February 18, 1887. 299

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI.

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 21st day of March, 1887, at Noon, the Company's S.S. *BRUNSWICK*, Capt. Störmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, February 21, 1887. 321

Occidental & Oriental Steam-Ship Company.

FAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *ORIENTAL* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 6th April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 594, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, February 26, 1887. 366

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co., Price 75 cents.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

By ERNEST J. EITEL, Ph.D., Tutor, Revised, with ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.
Hongkong, August 20, 1884. 1898

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Peking Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

GRIFFITH'S PHOTOGRAPHIC STUDIO.

1, DUDDELL STREET, HONGKONG.

OWING TO EXTINCTION OF LEASE, these PREMISES will be CLOSED in MARCH NEXT.

Mr. GRIFFITH requests of those who have favoured him with sittings and desiring more Copies that they will forward him their Orders at earliest date, and he would be glad to Lease suitable Premises in a good Central position.

Hongkong, January 29, 1887. 160

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCHE MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly.

Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of news, for their personal use, will welcome the paper for the purpose of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The London Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the Daily Journal.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION: Per Annum, \$12.00, postage, \$1.00. " Quarter, 3.00, " 0.25. " Single Copy, 0.30.

China Mail Office, Hongkong.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tai-Tui at the following hours:—This Time Table will take effect from the 21st October, 1885.

WEEK DAYS. SUNDAYS.

6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M.

8.00 " 8.25 " 9.00 " 10.15 "

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11.15 " 12.25 P.M. 12.25 " 1.15 P.M.

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